

## 7. MONITORING PROGRAM RESULTS

---

This section summarizes observations about traffic conditions on Alameda County freeways and CMP designated arterials, particularly during the afternoon peak period, which is required by the CMP legislation. Overall, speeds on freeways and arterials have slightly improved, likely due to the economic downturn combined with record high gas prices.

### LOS F Segments

Of the 35 LOS F segments described in Table 4 of the document, 13 are exempt from deficiency plan requirements because they were grandfathered in the 1991 LOS surveys. Of the remaining 22 segments, 12 are functioning at LOS F for the first time (9 of them are new short segments likely showing existing bottlenecks or hot spots) and 10 have been found at a level of service of F in previous surveys. The status of any planned improvements for these segments is summarized below.

- LOS F conditions on I-80 segments in the vicinity of the Bay Bridge are probably due to construction on the Bay Bridge.
- I-238 westbound segment from I-580 to I-880 could be improved by the I-238 Widening project, which is under construction.
- The LOS F conditions on I-580 eastbound from San Ramon/Foothill to I-680 could be due to the construction on I-580 west of I-580/I-680 interchange including the west Dublin BART Station.
- I-580 eastbound and westbound between San Ramon/Foothill and Greenville Road is approved for a HOV/HOT lane implementation. Construction on eastbound HOV is expected to begin soon.
- There are many construction projects under implementation on are near I-880 including SR 92/I-880 Interchange improvements and the I-880/Mission Interchange improvements. In addition, Caltrans is currently studying the entire I-880 corridor for possible strategic system improvements. It is expected that the performance of the freeway will be improved.
- SR 84 eastbound from Pleasanton-Sunol Road to Vallecitos Nuclear Center entrance could be improved by projects identified in the SR 84 corridor including Tri-Valley Triangle Study. The proposed improvements include Caltrans SHOPP projects, which are safety related, and the addition of truck climbing lanes on Pigeon Pass.

### **Observation in General LOS Trends**

Based on the 2008 monitoring results, generally speeds on freeways and arterials appear to have improved since the 2006 surveys, likely due to the economic downturn combined with the record high gas prices. In addition, growth in Alameda County is expected to continue. The 2000 Census data for Alameda County shows a slight decrease in the number of commuters driving alone (0.4 percent) and an increase in the number of commuters carpooling and taking transit (1.7 percent) since 1990. These projected numbers may increase or intensify given the current economic conditions and high level of gas prices. This indicates incentives to use alternative modes, such as financial incentives and guaranteed ride home coupled with capital improvements to address future needs appear to be keeping pace with growth in Alameda County.